

Revised 12/14/17

Maryland Department of Transportation Maryland Transit Administration (MDOT MTA)
Meeting for the Citizens Advisory Committee (CAC)

The following meeting occurred on Tuesday, November 21, 2017, starting at 1:03 p.m. at the Maryland Transit Administration at 6 Saint Paul Street, 5th Floor, Baltimore, MD 21202

IN ATTENDANCE:

Liam Davis	CAC Member
Teddy Krolak	MDOT MTA Representative
Matthew Jones	MDOT MTA Representative
Marlene Hendler	CACAT Member
Ambreen Quraishi	MDOT MTA Representative
Aaron Moore	Attendee
John Mack	CAC Member
Edward Cohen	CACAT Member
Jed Weeks	CAC Member
Linda Greene	CAC Member
Diedre Ferron	CAC Member
Tom Hewitt	MDOT MTA Representative
Loretta Shields	MDOT MTA Representative
Linda Green	CAC Member
Benjamin Groff	CAC Member
Jim Knighton	Attendee
"Fremont" Bernard Sturtevant	CAC Member
Tarah Ranke	CAC Member
Peggy Ann Clark	CACAT Member
Ally Amerson	CAC Member
Jill Kesler	CAC Member

ABSENT:

Susan Sperry	CAC Member
Roderick Jenifer	CAC Member
Ron Skotz	CAC Member

Judy Bellamy	MDOT MTA CAC Facilitator
Joan Ward	RCI meeting support

AGENDA

- I. Meeting Called to Order
- II. Welcome and Introductions
Approval of the October 17, 2017 CAC Meeting Notes
- III. Service Development Update(s)
Tom Hewitt, Director, Service Development
- IV. Metro Update(s)
MDOT MTA Representative
- V. Committee Reports
 - Mobility
 - Legislative Affairs and Customer Service
 - Infrastructure and Planning
 - Title VI and Safety
- VI. Old Business and New Business
- VII. Public Forum Questions
- VIII. Meeting Adjourns

PROCEEDINGS

Welcome and Introductions

Chair Liam Davis welcomed the group to the meeting at 1:03 p.m. He thanked everyone for their participation and encouraged them to sign the sign-in-sheet, so we have an accurate record of the meeting. The members and guests introduced themselves and identified their roles with respect to the Community Advisory Committee (CAC). MDOT MTA CAC Facilitator Judy Bellamy provided meeting agendas and *Notice of Public Hearings* handouts to all, outlining the Winter 2018 Service Changes.

Approval of Meeting Notes

The October 17, 2017 meeting notes were unanimously approved, as submitted.

Service Development Update

MDOT MTA Director of Service Development Tom Hewitt provided an update to the group. His office is busy, after the rollout of BaltimoreLink in June 2017 and conducting the series of public hearings on the Winter 2018 Service Changes. He wanted everyone to understand that this is an ever-changing process. They are making tweaks along the way based on both qualitative and quantitative data. Qualitative data includes operator and public comments, which they are balancing with the quantitative data, such as ridership data and on-time performance data, etc.

The Winter Service Change process is dictated by State legislation on requirements for the public notification process. For any major service change, MDOT MTA is required to put the information out 30-days before the public hearings start and leave it up for 30-days after the last hearing. Mr. Hewitt said, "They are considering the data and comments from a period of 70 days or so; even though, when they started they only had one month of data." He also emphasized that the original proposals for the Winter Service Changes are not set in stone. Since they are not allowed to spring a major change on the public, they propose a broad number of proposals, to make sure they have provided the proper notice.

Mr. Hewitt said, "He attended all but one day of the public hearings, due to a sick child, and they received a ton of great comments from the public." They are still taking comments until December 20th and then they will make the final determination of changes, to be released in January, to allow 30-days for the public to adjust to the final plans before the February 4th changes are implemented. He noted the likely new local 68 route to provide access to Tradepoint, the elimination of the No. 3 express bus routes, and several service adjustments and modifications. Mr. Hewitt said, "They are also looking at additional services/trips to add to the system, and will hopefully come to the next CAC meeting to discuss inserting additional trips into the system."

Linda Greene asked whether the same standards are used for Downtown/Subway service and Mr. Hewitt said, "Not necessarily, they are assessed by service type." Jed Weeks made comments about the Baltimore transit system growth and stagnation. He said, "These improvements are small and welcome changes, but feels like the system is stagnating." Tarah Ranke discussed the CityLink Yellow, LocalLink 34, bus stop maintenance and ADA accessibility. She asked whether reduced frequency is determined by data (yes) and what is the best way for her to advise the Park School employees to make inquiries or comments to his

office? Mr. Hewitt said, "In order to make sure that all comments are accurate, tracked and responded to; the best way is to provide them on-line." Or, she can provide his office contact information to them.

Mr. Davis thanked Mr. Hewitt for the briefing and said, "He appreciated him keeping the group informed."

Metro Update(s)

Keith Jenkins (on conference call) and Teddy Krolik, MDOT MTA Metro Operations provided an update on the new railcar order for Metro. It will be 3-4 years before the railcars are on-site and 5-6 years before they are in-service. The MDOT MTA Metro SubwayLink will include 78 new railcars and a state-of-the-art train control system. This new train control system will incorporate Communication-Based Train Control (CBTC) technology, allowing trains to operate at maximum allowable speeds at all times, providing more consistent travel times. Miami, Florida and other transportation agencies in Europe have used this and it works really well. The system will also provide real-time performance and fault annunciation, reducing the time to restore normal operations during a system fault. The new passenger information system will also provide real-time travel information on-board and at passenger stations.

Ed Cohen said, "The order is for 78 new railcars to replace 100 existing railcars." He questioned the lower number of replacement railcars and whether we will be able to sustain our present level of service. Mr. Cohen wants Metro to make sure the order could be enlarged, if our plans change. John Mack asked if there would be a phased roll-in and Mr. Krolik said, "Yes."

Jed Weeks asked if the new system will allow the railcars to run without operators. Mr. Krolik said, technically, yes, but all of our railcars on the Metro will be manned. Mr. Weeks also asked whether bicycle storage is included in the railcar design and Mr. Krolick will follow up on that question. Finally, Mr. Weeks said, "Miami has had a public engagement process, and it generated positive press and interest in using the system." He suggested we do the same, with a mock-up of what the railcars will look like and how they will work. Ms. Bellamy and Loretta Shields, from the Administrative Office, will follow up on the public engagement suggestion. Finally, Ed Cohen said, "An automated system is a huge opportunity to connect to the rest of the MDOT MTA transit links and coordinate on service frequency for customers."

Committee Reports

Mobility Services – Jill Kesler discussed the town halls and how to handle the complaints she receives. Ms. Bellamy said to partner with Denise Hagans and she on this item.

Legislative Affairs and Customer Service – Ms. Greene discussed Governor's Office priorities and Rate Your Ride process- a soft opinion, not full-blown advertising - to seek feedback on the system.

Infrastructure and Planning – Diedre Ferron distributed handouts with proposed language on the Intermodal Rail Planning Resolution Letter and asked that any edits be sent to her by Friday, Dec. 1st. Mr. Cohen requested that someone from MDOT MTA Planning attend the subcommittee meetings regularly.

Title VI and Safety – Chair Davis distributed his subcommittee’s meeting summary to the CAC. He highlighted their concerns about reductions and service cuts, including the reduction in the number of new railcars, new buses and the numerous bus stops being eliminated that served as transfers. Unfortunately, many of the eliminated bus stops were “grandfathered in” and cannot be added back in without infrastructure improvements. Chair Davis also suggested that MTA look at legislation to mandate that local jurisdictions maintain areas within ¼ mile of bus stops. The subcommittee meets on the 2nd Friday of every month, at City Hall and all are welcome to attend.

BaltimoreLink – Ms. Ranke said, “This subcommittee will be meeting on the 3rd Thursday of each month, right after the CACAT meeting.”

Old Business and New Business.

- Folding pocket maps request.
- Established protocols for citizen’s inquiries and follow-up.
- Positions being cut; service reductions - might look good, but not if impacting service.
- Bus stop shelter methodology; bench methodology.
- Parking spaces are still an issue.

The meeting ended at 2:16 p.m.

The next meeting for the CAC will be held on December 19th at the MTA office at 6 Saint Paul Street, from 1:00 – 2:00 p.m.